

# CALIFORNIA HIGH-SPEED RAIL AUTHORITY

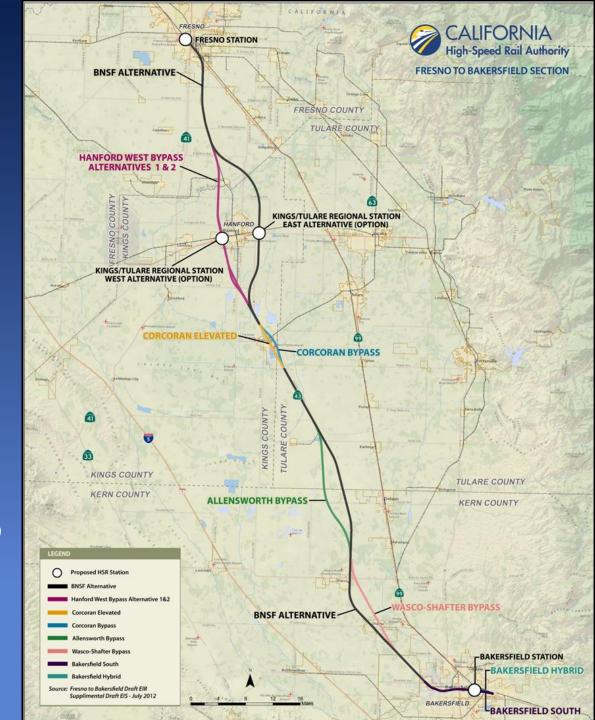
April 4, 2013

Fresno-Bakersfield
Environmental Impact Report/
Environmental Impact Statement

Preliminary Staff Recommended Preferred Alternative

# PRESENTATION PURPOSE

- Provide Preliminary Staff Recommendation of Preferred Alternative based on technical criteria complying with Federal regulations and statutes.
- Obtain Board direction to prepare the Fresno to Bakersfield Section Final EIR/EIS.



# ENVIRONMENTAL MILESTONES FRESNO TO BAKERSFIELD SECTION

### **Project Draft EIR/EIS (Summer 2011)**

- Assessed 6 alternatives in the BNSF corridor
- 60-day public review period

# Revised Draft EIR/Supplemental Draft EIS (Summer 2012)

- Assesses new alternatives west of Hanford and in Bakersfield
- 90-day public review period

# Direction for Preferred Alternative (2013)

Board to direct preparation of a Final EIR/EIS –
 May 2013



#### **ALTERNATIVES EVALUATED**

#### **BNSF Alternative**

 114 miles from Fresno station to Bakersfield station

#### **Hanford Alternatives**

- BNSF Alternative (Hanford East Bypass)
- Hanford West Bypass

#### **Corcoran Alternatives**

- BNSF Alternative (West of BNSF Railway)
- Corcoran Elevated (East of BNSF Railway)
- Corcoran Bypass

#### **Allensworth Alternatives**

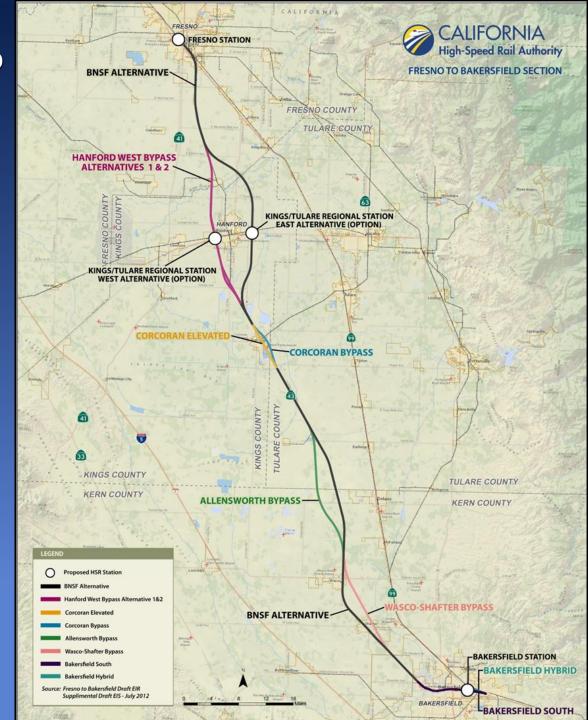
- BNSF Alternative (BNSF Railway)
- Allensworth Bypass

#### **Wasco-Shafter Alternatives**

- BNSF Alternative (BNSF Railway)
- Wasco-Shafter Bypass

#### **Bakersfield Alternatives**

- BNSF Alternative (Bakersfield North)
- Bakersfield South
- · Bakersfield Hybrid



### SUMMARY OF COMMENTS RECEIVED

### Total comments received: 7,831

#### **Draft EIR/EIS**

• 1,479 letters/submissions which resulted in 3,170 comments

### Revised Draft EIR/Supplemental EIS

• 683 letters/submissions which resulted in 4,661 comments

#### Main issues of concern:

- community impacts
- agricultural impacts
- private property impacts
- funding availability
- accuracy of the ridership projection
- preference to parallel SR-99 or I-5

# KEY STAKEHOLDER MEETINGS SINCE PUBLICATION OF DEIR/EIS

- City of Fresno (21 meetings)
- City of Hanford (8 meetings)
- City of Corcoran (10 meetings)
- City of Wasco (7 meetings)
- City of Shafter (6 meetings)
- City of Visalia (3 meetings)
- City of Bakersfield (8 meetings)
- Fresno County (21 meetings)
- Tulare County (3 meetings)
- Kings County (8 meetings)
- Kern County (9 meetings)

- Kern County Separation of Grades District
- 23 Water and Irrigation Districts
- 3 Flood Control Districts
- 4 School Districts
- Central California Hispanic
   Chamber of Commerce
- Allensworth Community Council
- Kern Council of Governments
- Merced County Farm Bureau
- Kern High School District

### PRELIMINARY PREFERRED ALTERNATIVE

Based on technical criteria complying with Federal regulations and criteria

#### Fresno Area

 BNSF Alternative from Fresno station to approximately East Kamm Avenue

#### **Hanford Area**

Hanford West Bypass

#### **Corcoran Area**

Corcoran Bypass

#### **Allensworth Area**

Allensworth Bypass

#### Wasco-Shafter Area

 Wasco-Shafter Bypass (Potentially Preferred)

#### **Bakersfield Area**

 Bakersfield Hybrid (Potentially Preferred)



### Conejo Kingsburg **HANFORD WEST BYPASS ALTERNATIVE 2** .Traver KINGS/TULARE KINGS/TULARE **REGIONAL STATION REGIONAL STATION** WESTALTERNATIVE **EASTALTERNATIVE** (OPTION) (OPTION) Hanford. Lemoore 198

## HANFORD ALTERNATIVES

# COMPARISON OF ALTERNATIVES HANFORD AREA

RESOURCE AREA IMPACTS	HANFORD WEST BYPASS (Recommended Preferred Alternative)	ecommended Preferred BNSF (HANFORD EAST	
Direct Permanent Impacts to Waters of the U.S. (acres)	10.76	12.44	
Indirect Permanent Impacts to Waters of the U.S. (acres)	39.11	34.71	
Use of 4(f) Properties	1 (Least Harm to 4(f) Properties)	1	
Important Farmland (acres)	809	1,075	
Williamson Act Land (acres)	96	582	
Confined Animal Facilities	4	15	
Number of Receivers Severely Impacted by Noise and Vibration (prior to mitigation in parentheses)	287 (287)	178 (178)	
Business Displacements	7	3	
Housing Unit Displacements	50	62	
Divides Community of Ponderosa Road	No	Yes	



# **CORCORAN ELEVATED** CORCORAN BYPASS Corcoran SALYERFARMSAL Angiola

## CORCORAN ALTERNATIVES

# COMPARISON OF ALTERNATIVES CORCORAN AREA

RESOURCE AREA IMPACTS	CORCORAN BYPASS (Recommended Preferred Alternative)	BNSF (Through Corcoran West Side of BNSF)	CORCORAN ELEVATED (Through Corcoran East Side of BNSF)
Direct Permanent Impacts to Waters of the U.S. (acres)	13.76	20.78	14.52
Indirect Permanent Impacts to Waters of the U.S. (acres)	26.63	31.46	40.01
Project Footprint in 100-year Floodplain (acres)	78	199	90
Natural Upland Habitat (acres)	41.48	22.28	24.76
Important Farmland (acres)	184	260	106
Williamson Act Land (acres)	80	233	79
Road Closures	4	4	1
Number of Receivers Severely Impacted by Noise and Vibration (prior to mitigation in parentheses)	(111) 111	(422) 79	(453) 27
Divides Communities at Newark Avenue and 5 <sup>th</sup> Avenue/Waukena	Yes	No	No
Displaces Corcoran Amtrak Station	No	Yes	No
Business Displacements	0	16	1
Housing Unit Displacements	31	52	3



# Center St \*Alpaugh Earlimart Allensworth ALLENSWORTH BYPASS Pond TARPORT

### ALLENSWORTH ALTERNATIVES

# COMPARISON OF ALTERNATIVES ALLENSWORTH AREA

RESOURCE AREA IMPACTS	ALLENSWORTH BYPASS (Recommended Preferred BNSF Alternative)	
Direct Permanent Impacts to Waters of the U.S. (acres)	29.98	41.71
Indirect Permanent Impacts to Waters of the U.S. (acres)	157.25	181.67
Project Footprint in 100-year Floodplain (acres)	123	201
Use of 4(f) Properties	0	2
Natural Upland Habitat (acres)	93.53	142.37
Important Farmland (acres)	386	468
Williamson Act Land (acres)	203	257
Road Closures	3	2
Number of Receivers Severely Impacted by Noise and Vibration (prior to mitigation in parentheses)	(14) 14	(111) 111
Housing Unit Displacements	0	9





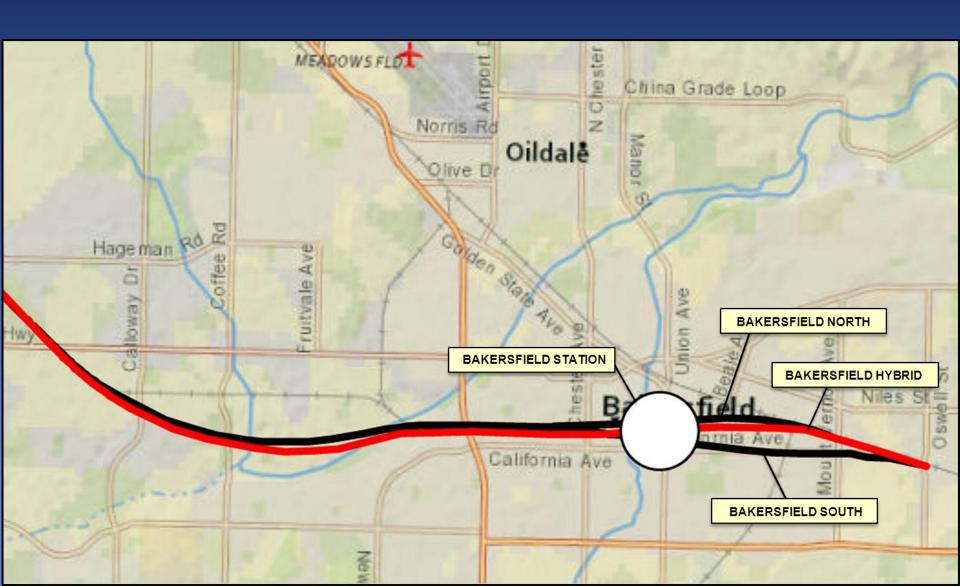
WASCO/SHAFTER ALTERNATIVES

# COMPARISON OF ALTERNATIVES WASCO-SHAFTER AREA

RESOURCE AREA	WASCO-SHAFTER BYPASS (Potentially Preferred Alternative)	
Direct Permanent Impacts to Waters of the U.S. (acres)	5.84	6.42
Indirect Permanent Impacts to Waters of the U.S. (acres)	11.87	19.66
Important Farmland (acres)	667	683
Williamson Act Land (acres)	247	364
Road Closures	11	0
Number of Receivers Severely Impacted by Noise and Vibration (prior to mitigation in parentheses)	(67) 63	(1,168) 531
Disproportionate Effects on Environmental Justice Communities	No	Yes
Business Displacements	4	23
Housing Units Displacements	18	23



### BAKERSFIELD ALTERNATIVES



# COMPARISON OF ALTERNATIVES BAKERSFIELD AREA

RESOURCE AREA IMPACTS	Bakersfield Hybrid (Potentially Preferred Alternative)	BNSF (Bakersfield North)	Bakersfield South
Direct Permanent Impacts to Waters of the U.S. (acres)	5.66	5.45	4.97
Indirect Permanent Impacts to Waters of the U.S. (acres)	28.76	38.83	29.33
Use of 4(f) Properties	0	0	1
Number of Receivers Severely Impacted by Noise and Vibration (prior to mitigation in parentheses)	(1,480) 61	(2,616) 10	(3,038) 61
Key Community Facilities Affected:			
Bakersfield High School Industrial Arts Building	No	Yes	No
Mercado Latino Tianguis	Yes	Yes	No
Bakersfield Homeless Center	No	No	Yes
Bethel Christian School	No	No	Yes
Kern County Mental Health	Yes	No	No
Displacement of Religious Facilities (facilities with only parcel effects in parenthesis)	1 (2)	4 (2)	4 (1)
Business Displacements	280	302	135
Housing Unit Displacements	186	265	272

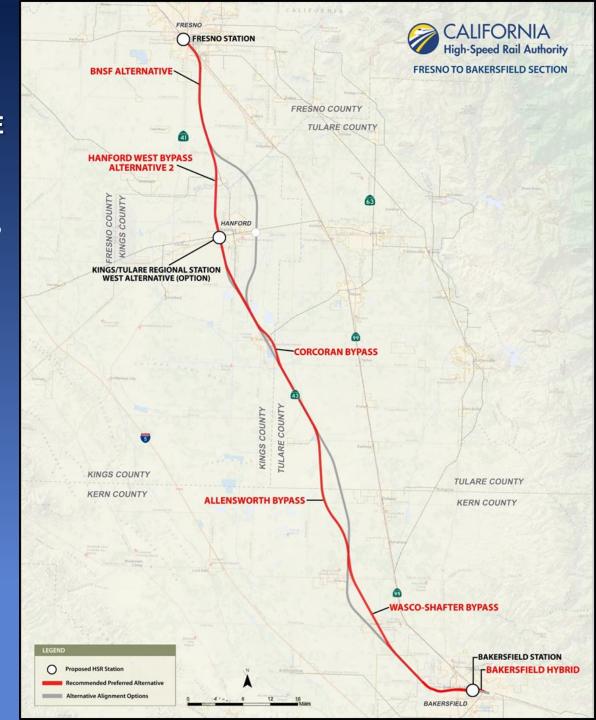


# PRELIMINARY STAFF RECOMMENDED PREFERRED ALTERNATIVE Cost (Billion)

Preferred Alternative - \$6.8 B BNSF - \$7.6 B

Travel Time (min:sec)

Preferred Alternative – 33:16 BNSF – 33:04



### HEAVY MAINTENANCE FACILITY

No Preferred Alternative for a Heavy Maintenance Facility

Heavy Maintenance Facility Sites are not a Factor for Identifying a Preferred Alignment

5 HMF Locations Studied in the EIR/EIS

Preliminary Engineering (15% Design)

Revisions to the Draft EIR/EIS

Public Comment Period

Decision by CAHSR Board on Preferred Alternative

> Publish Final EIR/EIS

Board Action on Final EIR/EIS and Project Decision/NOD

FRA Issues Record of Decision

Authority/FRA
Obtain Environmental
Permits

### **NEXT STEPS**

- Continue Stakeholder Meetings and Coordination
- Return to the Board for Identification of a Preferred Alternative
- Prepare and Publish Final EIR/EIS



# CALIFORNIA HIGH-SPEED RAIL AUTHORITY

#### END

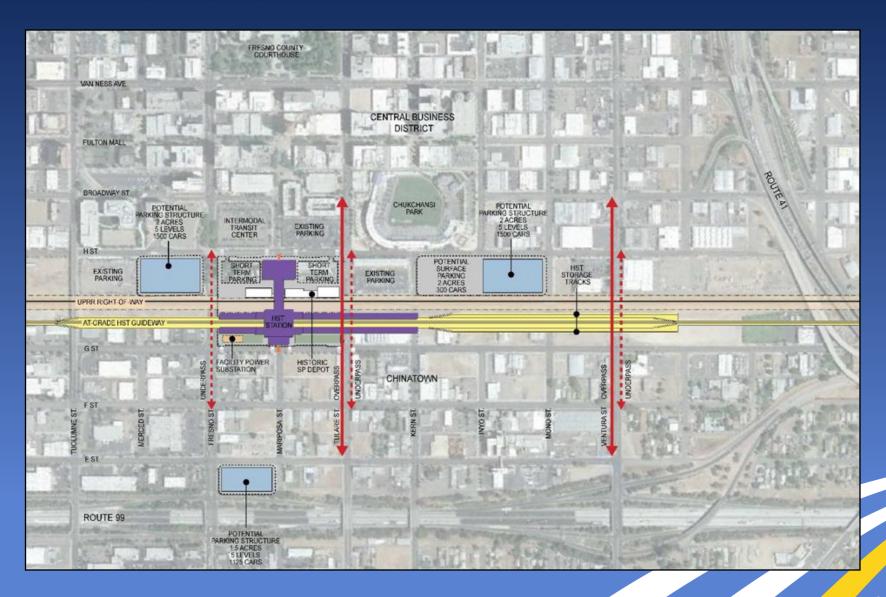
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### WASCO, SHAFTER, AND BAKERSFIELD APPROACH

Technical data identifies the Wasco-Shafter Bypass and the Bakersfield Hybrid as preferred. However, staff recommends continued evaluation of the Wasco-Shafter area and Bakersfield area due to information still being received from stakeholders.

### FRESNO STATION



# POTENTIAL KINGS/TULARE REGIONAL STATION WEST (BELOW-GRADE)



### **BAKERSFIELD STATION**

